

UDOT asks for bridge in Provo Canyon

7 Aug 1989

PROVO — The Utah Department of Transportation is asking the Federal Highway Administration for approval to build a new bridge in Provo Canyon beginning this winter.

UDOT wants to have the design of the bridge approved so that if the supplemental environmental impact statement on the road proposed for Provo Canyon is approved in November, construction on the bridge can proceed immediately.

"We held off (on the bridge) because we didn't know what the final road would look like," said Kim Morris, UDOT spokesman. "With the SEIS where it is we basically know where we are going." Morris said that regardless of the road design selected, there is only one place the bridge can be located in that area.

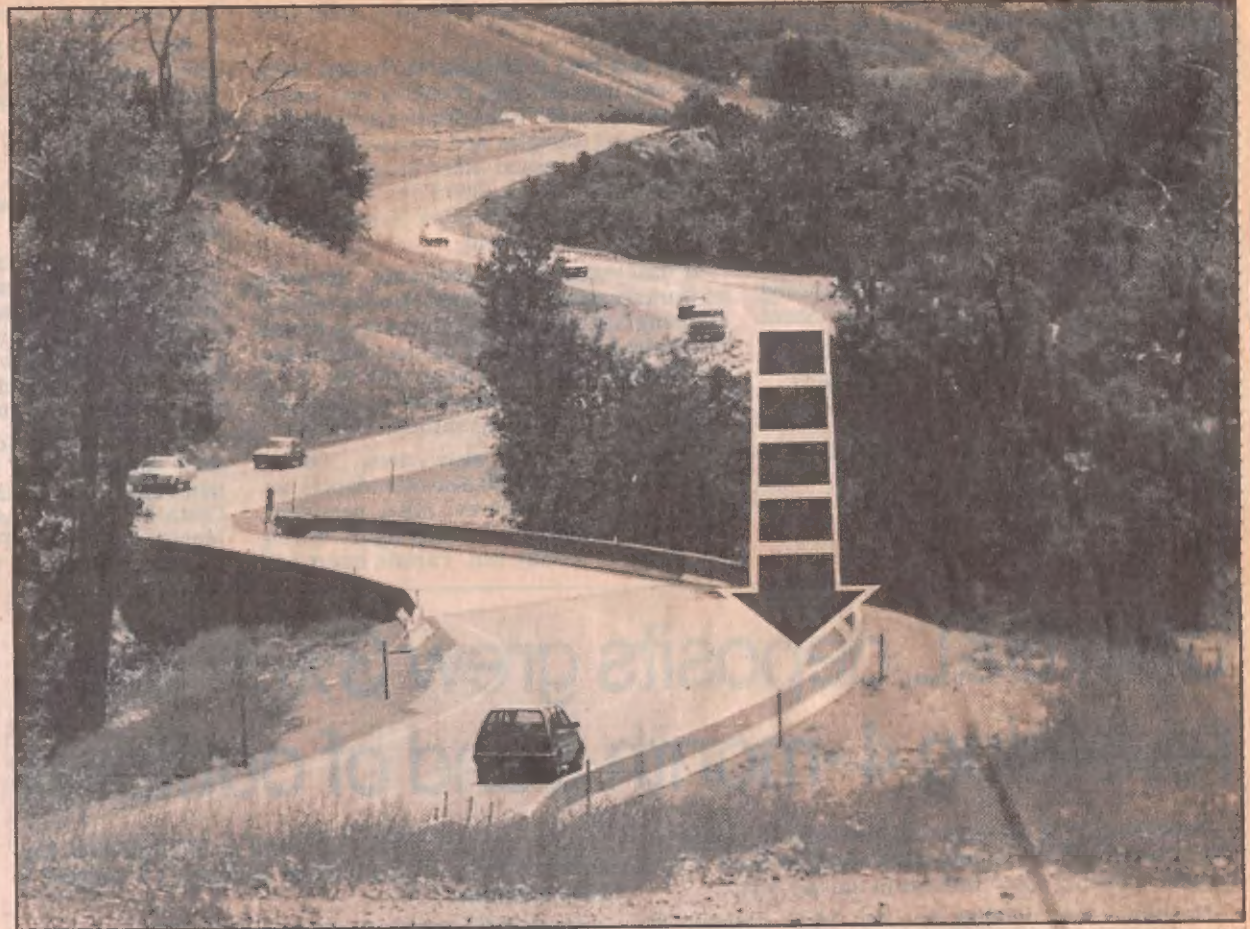
Receiving FHA approval now will give UDOT a jump on construction of the bridge, according to P.K. Mahonty, pre-construction engineer for UDOT District 6 in Orem.

The bridge, which will be 202 feet long, will cross the Provo River near Nunn's Park; when the highway is completed, traffic will use the bridge to travel from the roadway on the south side of the canyon up onto a new road alignment on the north side, overlooking Bridal Veil Falls.

If FHA approves the bridge plan, the construction contract will be released for bid this fall after the SEIS is approved; construction would probably begin in mid-March. The project will take approximately six months to complete; state funds will be used to build the bridge.

UDOT officials had hoped to hold public hearings this month on a final draft of the SEIS prepared for the canyon. However, reviews and necessary agreements have taken longer to finalize than anticipated.

In particular, a memorandum of agreement on preservation of historic sites that will be affected by road



PHOTOGRAPHY/ STUART W. JOHNSON

The bridge, which will cross the river near Nunn's Park, will allow traffic to travel from the roadway on the south side of the canyon up onto a new road alignment on the north side.

construction and a proposed bike path has held up finalization of the SEIS document.

Several miles of railway track in Provo Canyon, which will be used for the bike path, is eligible for nomination to the National Historic Register, according to Kenny Wintch, UDOT archaeologist. The track, which was used by the Denver/Rio Grande Railway to transport cows and dairy products out of Heber Val-

ley, is more than 50 years old.

Two bridges in the canyon that will be used as part of the bike path are also eligible for historic recognition: a truss bridge at the mouth of the canyon, and a bridge that crosses the South Fork stream near Vivian Park. UDOT plans to improve both bridges to make them safe for recreational use, while maintaining their historic integrity, Wintch said.

A third item covered in the memo-

randum is an archeological site below Deer Creek Dam. The site — an old Indian camp — will be excavated for Indian remains prior to construction of any structures in the vicinity of the dam, Wintch said.

"We knew we needed cultural clearance (for these items) but we didn't really know what was involved until we got into it earlier this year," Wintch said.

Bridge over canyon water

21 July 1987

It is a new bridge but not THE new bridge.

Traffic in Provo Canyon is now crossing the Provo River (right) just above the old Nunn's Plant on what will eventually be an access road to Bridal Veil Falls from a rerouted U.S. 189.

The replacement bridge for U.S. 189 will be slightly upstream from the old structure and about 20 feet higher. UDOT engineers say the higher bridge will allow an access road to the Nunn's Plant beneath it.

The rerouting of traffic will allow construction crews to work on the new U.S. 189 bridge. Crews wasted no time and were ripping into the old roadway this morning.

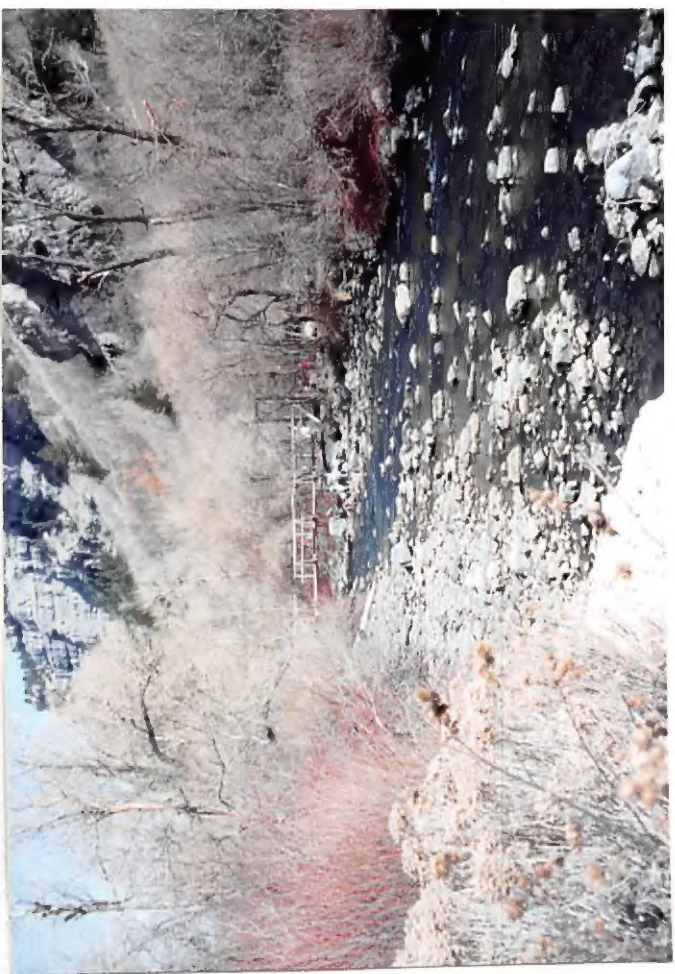
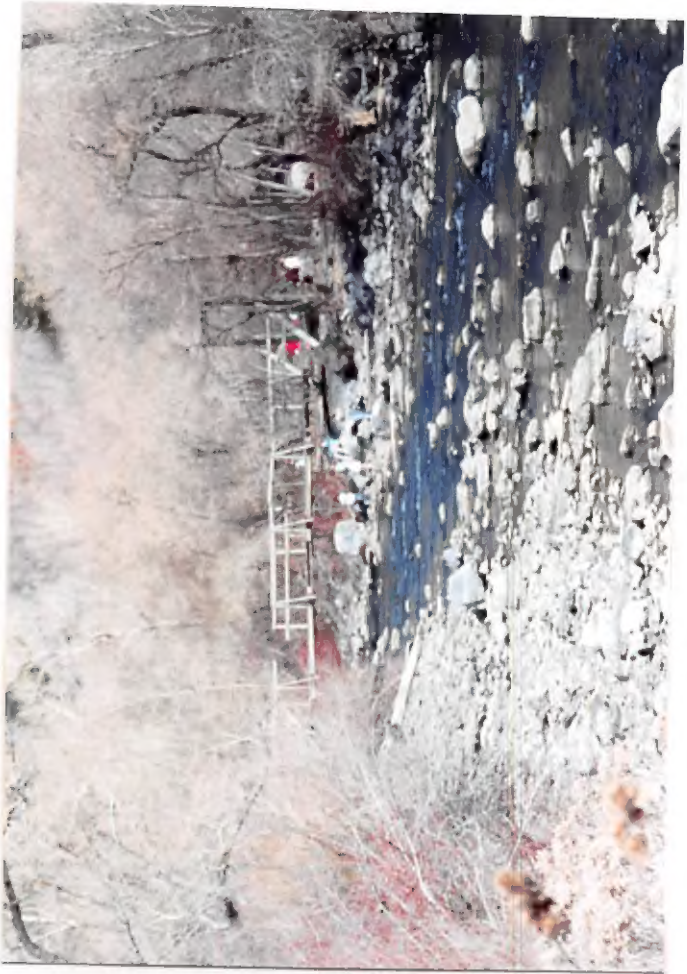
A UDOT District Six spokesman said traffic will be rerouted for "quite awhile."

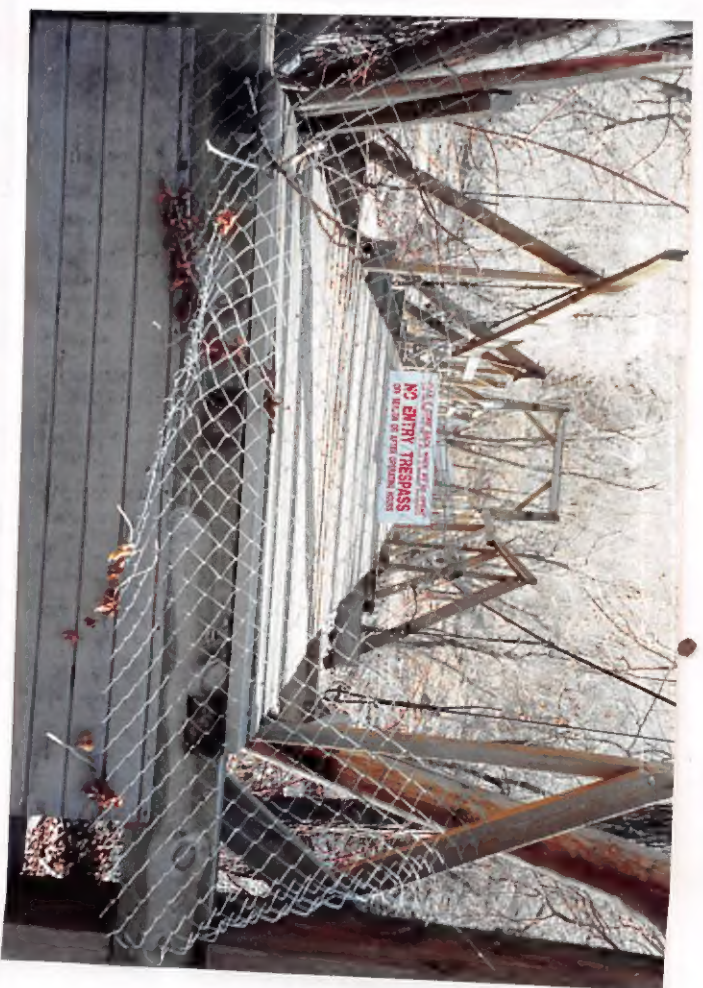
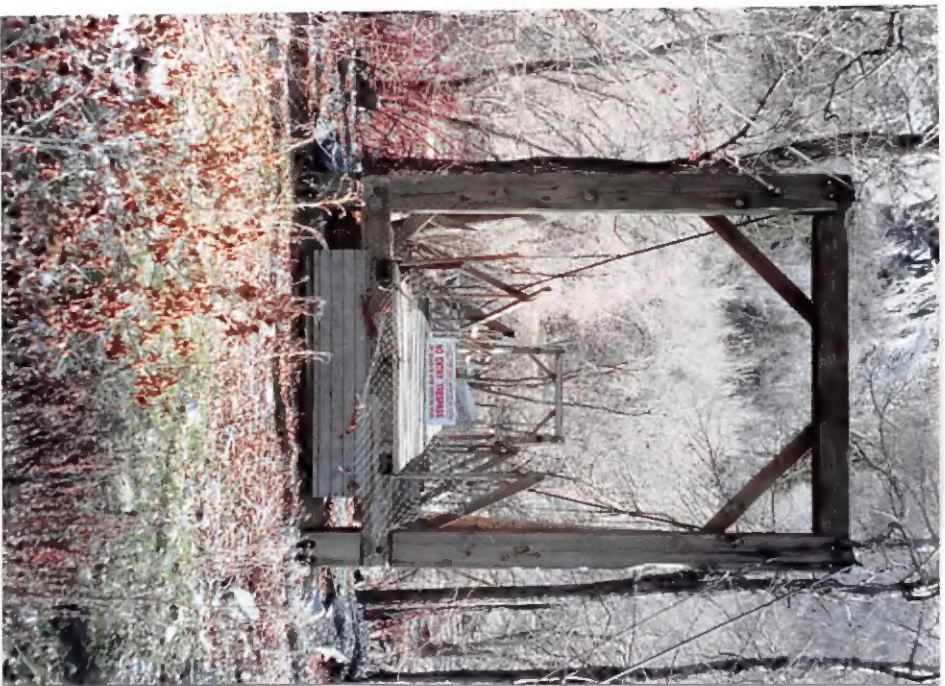


Brian Tregaskis Photo



Rotary Park Footbridge







*Provo City water Pipe & foot
bridge crossing below Squaw Peak Trail*





*Temporary Construction Bridge
Opposite Squaw Peak Trail Turnoff*